

# Eco-Community Dialogues Newsletter

Nancy Nelson, Editor

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## Chobani's False Advertising

*Chobani* GREEK yogurt markets its products as containing only natural ingredients, but the company uses milk that comes from dairy cows fed with *Genetically Modified Organisms* (GMO's) in animal feed. The founder and Chief Executive of *Chobani* is Mr. Lukaya. Apparently he wants to source GMO-free feed, but implicates that there is insufficient quantities of GMO-free milk available at suitable prices for his yogurt sales.

That is an unacceptable excuse for the nation's biggest high-end grocery chain, the Whole Foods Market Inc. Because of Chobani's false advertising, Whole Foods will stop selling the Chobani brand yogurt early in 2014. Whole Foods prefers to make room for smaller, exclusive brands that are organic, or don't contain GMO ingredients. By 2018 products offered by Whole Foods markets must either be organic, GMO-free, or labeled if they still contain GMO's. Consumer advocacy groups such as [www.justlabelit.com](http://www.justlabelit.com) helps to keep food advertising claims honest.

(Source: December 19, 2013, WALL STREET JOURNAL, "Whole Foods Plans to Drop Chobani Greek Yogurt" by Annie Gasparro and Leslie Josephs)

## Hearts Colder Than Icicles in Ashland, OREGON

Only two of Ashland, OREGON's many churches offer bad weather shelter. The homeless may sleep inside the *First Presbyterian Church* building on Monday nights, and inside the *Trinity Episcopal Church* building on Wednesday nights.

Mayor Stromberg and the Ashland City Councilors offered volunteers from *Temple Emek Shalom* and the *Rogue Valley Unitarian Universalist Fellowship* use of the city-owned *Pioneer Hall* building as a community shelter for the homeless last winter, but just once-a-week on Thursday nights, and only when temperatures drop below-freezing.

But this winter when the temperatures fell to minus four degrees below zero overnight, the city kept its *Pioneer Hall* building locked, WITH THE COMMUNITY CONCERNED ABOUT THE HOMELESS. Councilor Slattery moved the city to finally open the building just prior to Christmas, for both Tuesday as well as Thursday nights, but the Council voted to deprive homeless children of overnight shelter with their parents.

According to the December 20, 2013, MAIL TRIBUNE article, "Ban on children in Ashland shelter angers homeless" by Vickie Aldous, the City Administrator, Dave Kanner, learned that overnight community volunteer staff had voiced they would NOT have thrown out the child of a homeless couple, Mr. Kanner claimed the volunteer staff's remark means the Council will discuss stopping the city's *Pioneer Hall* offer. You can bully volunteers because you own the building.

Even if children had car keys, it is icicle cold inside a vehicle when the weather is freezing. The City Administrator's preference that a homeless kid sleep in a freezing car or shiver to death in the open, rather than risk not guaranteeing the overnight safety of a homeless family inside the city-owned *Pioneer Hall* is INHUMANE. The city allows dogs inside, but not a child chaperoned by his parents. The eyes of the world are on the Ashland City Administrator.

(Source: December 20, 2013, MAIL TRIBUNE, "Ban on children in Ashland shelter angers homeless" by Vickie Aldous)

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### Medford's Frigid Mentality

Outside the south Walmart parking lot in Medford, OREGON, there is a sign which reads, "*Transfer of items between vehicles and pedestrians is prohibited. Medford Code 6.360 (6).*" According to the MAIL TRIBUNE the word "*pedestrians*" is the city's code word for panhandlers and the purpose of the signage is to stop curbside and roadside beggars from receiving help when they ask, which is their protected constitutional right of free speech. It sure doesn't take a Santa to figure out if a city is being naughty or nice.

The smarty-pants signage is intended to put a freeze on Medford's poor who hold signs asking for food or money, by putting a chill on the *action* of generosity on the part of any responders who choose to give some item of help in exchange for being asked. The principle intention underlying Medford's naughty signage is that of *circumvention* toward the First Amendment by making free speech hopeless in effect so that free speech will seem futile. The signage is devious and therefore mean-spirited, and that's un-nice.

Medford's picky letter-of-the-law signage nuisance violates the *Spirit* of the First Amendment's safeguard of human rights. The full ordinance is at [www.ci.medford.or.us](http://www.ci.medford.or.us) under "*Municipal Codes*" or Google "*Medford Code 6.360 (6)*".

(Source: December 20, 2013, MAIL TRIBUNE, "*Road Signs are aimed at panhandlers, not shoppers*" by [youasked@mailtribune.com](mailto:youasked@mailtribune.com) )

### Be of Good Cheer

Most home solar systems can generate two to five kilowatts of electricity, and once solar panels are installed, the sun's energy is free. Older arrays *still* produce electricity at the expected rate of electricity generated by a silicon solar panel. According to CALIFORNIA state statistics it only cost \$5.71 per watt in 2013 to install a home solar system. The price of solar has come down.

An in-depth Berkeley lab study "*Exploring CALIFORNIA Photovoltaic Home Premiums*" compared data for 1,894 solar houses with 70,425 comparable non-solar houses sold in CALIFORNIA from 2000 to 2009. The researchers concluded that PV panels increase the resale value of homes. The home values increased home value about \$5,900 for each kilowatt that an array can generate.

SANDIA NATIONAL LABORATORIES and the ENERGY SENSE FINANCE consulting firm developed an appraisal tool called "*PV Value*", so valuing homes with green technologies of various kinds is becoming a common happening.

Solar panels sprouted all over GERMANY and JAPAN yet neither of those countries are a tropical paradise. Connection to the grid really can become optional.

(Sources: December 14, 2013, THE SAN FRANCISCO CHRONICAL, "*Panels seen as boost to homes' resale value*" by David Baker; [dbaker@sfchronicle.com](mailto:dbaker@sfchronicle.com); December 23, 2013, WALL STREET JOURNAL, "*Utilities Lights Flicker*" by Liam Denning)

### Green Energy

THE INTERNATIONAL ENERGY AGENCY's statistics are that 80% of global energy is fossil fuels. The \$523 billion global fossil-fuel subsidies do exceed the \$88 billion subsidies for renewables.

Compare that to the U.S. ENERGY INFORMATION ADMINISTRATION's statistics of \$4 billion a year fossil fuel subsidies, \$14 billion in subsidies for renewable, and an additional \$2.5 billion for nuclear energy.

(Source: November 12, 2013, WALL STREET JOURNAL, "*Green Energy is the Real Subsidy Hog*")

### The Lords of the Sea

If you go to [www.Ted.com](http://www.Ted.com) and where it says "search" enter "Rose George: Inside the Secret Shipping Industry" there is a video worth watching. The shipping industry has quadrupled since 1970.

The carbon dioxide emissions of the 15 largest container ships equals that of *all* the cars in the world. *Macrsk* is just one of the cargo lines, with revenues on par with *Microsoft*, and there are many other shipping lines. Man's consumerism travels by 100,000 container ships through the seas and seaports. To end civilian sea blindness Rose George recommends you see the movie, "*Captain Phillips*".

### Warfighting Drives Energy Reform

You may or may not agree with *Julia Whitty* that climate change is headed toward a save-our-Navy's-ass fossil fuel war. Support for her story in the April 2013 MOTHER JONES article entitled, "*Full Green Ahead*" was provided by a grant from the *Puffin Foundation Investigative Journalism* project.

She reports that rising sea levels lapping at naval bases may stymie CONGRESS, but the job description of *U.S. Navy Admirals* requires they assess risk and solve intractable problems. The U.S. Navy has examined scientific evidence and concluded that climate change is a national security challenge with strategic implications affecting U.S. military installations and access to natural resources worldwide. Rising seas threaten strategically positioned naval bases built a century ago.

The U.S. Navy warns that warming ocean waters are redrawing the larger circulation of the ATLANTIC OCEAN, causing EAST COAST naval bases a sea rise at nearly quadruple the global average. Low - lying VIRGINIA Tidewater faces fast rising sea levels. In America, ocean waters are climbing fastest outside of LOUISIANA.

Furthermore, with bases in 12 nations, including islands, the U.S. Navy's climate change problems are global in scope. Civilians might not have noticed that military real estate bases face a warming and expanding ocean, but you might notice the feelings of the Pentagon as sea levels rise.

Each U.S. Navy base has unique bathymetry, river flows, tides, winds, and different conditions to deal with, such as barrier islands, coastal erosion, *El Nino* effects, hurricane paths, saltwater intrusion, and etc. Other factors include the nearby community's electricity, fresh water, internet, power, and sewage. The U.S. Navy must decide whether to adapt, close, move, or retrofit installations in the foreseeable future.

According to *Navy Secretary Ray Mabus*, it is critically important to realize that INCREASED WARFIGHTING CAPABILITY is the goal that drives energy reform. The future of the planet and national security actually does depend upon reduced energy consumption, decreased reliance on foreign oil, and significantly increased use of alternative energy.

Climate change undergirds AMERICA's geopolitical shift. Rising sea levels are bearing down fast, and CHINA is the concern. Vast gas and oil reserves under the *South China Sea* are claimed by CHINA, to the chagrin of BRUNEI, MALAYSIA, THE PHILIPPINES, TAIWAN, and VIETNAM.

*Diego Garcia* was the base for U.S. missions in the *Indian Ocean* since the 1960's, but the U.S. Navy may abandon it when the lease expires in 2016, since *Diego Garcia* is just ten feet above sea level in most places. The *Cocoa Islands* of AUSTRALIA are strategically placed as a replacement base for monitoring the 15.2 million barrels of oil that pass daily through the *Strait of Malacca*. The highest point on the *Cocoa Islands* is 16-feet above sea level.

Meanwhile the melting ARCTIC will increase Man's exploitation of the ARCTIC's fossil goodies. But AMERICA is *not* an ARCTIC player. Toward the end of last year CANADA said theirs was the ARCTIC. There are no U.S. Navy bases north of the *Aleutian Islands*, which are about 1,000 nautical miles away from the ARCTIC OCEAN.

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The battle is to the swift. RUSSIA is the ARCTIC player. The RUSSIANS planted their flag on the seafloor of the NORTH POLE in 2007. But it's whichever military gets there first. All eight of the ARCTIC nations, including CHINA, are ramping up their greed to exploit the far North.

Rear Admiral *David Titley*, Director of Task Force *Climate Change*, at the *National Oceanic and Atmospheric Administration* keeps track of the naval implications of a changing ARCTIC and global environment. It's possible that when shipping routes across the ARCTIC open, the U.S. Navy may pay attention to the *Bering Strait*, the critical choke point through which northern fossil fuel booty will flow south.

(Source: April 2013, MOTHER JONES, "*Full Green Ahead*" by Julia Whitty)

#### The Navy's Biorefineries

The goal of the DEPARTMENT OF DEFENSE is to meet 25 percent of its energy needs with renewable energy by 2025. The Pentagon burns 12 million gallons of oil a day, with a third of that used to float the U.S. Navy, the world's largest battle fleet with tonnage greater than the next 13 biggest navies combined.

In order for the U.S. Navy's 50,000 commercial vehicle fleet to cut its petroleum use in half, hybrid fuel and electric vehicles will be phased in by 2015. Algae from AUSTRALIA can be added to other biofuels in order to meet the U.S. Navy's eight billion barrels of biofuel a year goal by 2020.

*Captain James Goudreau*, Director of the *Navy Energy Coordination Office* claims the U.S. Navy doesn't want to alter the price of food, or cause regional instability. He implicates that alternative fuels can't compete with food crops, nor drive up big irrigation requirements because the biofuel has to meet congressional language requiring biofuel carbon footprint be the same, or smaller than, petroleum's carbon footprint.

Both the House and Senate *Armed Services Committees* had voted to kill biofuels, but some members of CONGRESS reversed that decision. CONGRESS voted to remove the obstacles from the U.S. Navy's investment in corporations that build advanced biofuel refineries.

The U.S. Navy started buying biofuels in 2009 when the DEPARTMENT OF AGRICULTURE (USDA) and the DEPARTMENT OF ENERGY pushed a \$510 million energy reform effort upon the U.S. Navy to invest \$170 million in biofuel companies, an amount matched by those two departments. Apparently it was *Amory Lovins*, Chair and Chief Scientist at the *Rocky Mountain Institute* who prodded the U.S. Navy toward biofuels.

Long-term military contracts are what propelled the biofuel market, according to *Pike Research* analysts. \$53 billion in future public-private investments opened the floodgate for 13 billion gallons of biofuel biorefinery production capacity.

Meanwhile the PACIFIC OCEAN is nearly half of the Earth's total ocean area so that's why running at least partially on biofuel-diesel blends or nuclear power, is a priority. That's a lot of ocean to defend. The U.S. Navy's "*Great Green Fleet*" debuted at the 2012 *Rim of the Pacific* (RIMPAC 2012) international maritime war games exercise. The U.S. Navy's goal for permanent deployment of the "*Great Green Fleet*" carrier strike group is 2016.

The Navy owns 2.2 million acres of land plus 65,000 buildings. According to *Admiral Jonathan Greenert*, *Chief of Naval Operations*, by 2020 each base is required to be at least 50 percent self-powered by renewable sources like SOLAR, WIND, and WAVE energy.

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Vice Admiral Philip Cullom, the Deputy Chief of Naval Operations for Fleet Readiness and Logistics asserts that Marine Corps and Navy equipment contracts are awarded based on fuel EFFICIENCY. The ideal fuel efficiency would be "free" steaming time at sea, and the U.S. Navy's 3,700 aircraft to be solar powered.

To summarize, the U.S. Navy's slogan changed to, "A global force for good". At its NAVAL POSTGRADUATE SCHOOL in Monterey, CALIFORNIA, a new generation of "energy warriors" is being groomed.

(Sources: April 2013, MOTHER JONES, "Full Green Ahead" by Julia Whitty; )

#### The Verdict Is In

U.S. District Judge Carl Baibier rejected BP's argument that the company's 2010 Gulf spill should not compensate businesses if they can't directly trace their losses to the spill, in order to avoid claim-by-claim analysis.

(Source: December 26, 2013, WALL STREET JOURNAL, "Gulf Coast Judge Rules Against BP in Spill-Settlement Dispute")

#### TURKEY's Geostrategic Position

**The eyes of the world behold the beast of trade arising out of the seven seas, with TURKEY positioning itself among the top ten strongest economies in the world.**

What happens when TURKEY has the ambition of becoming a full member of the EUROPEAN UNION (EU). TURKEY's accession negotiations with the EU has led to Prime Minister Erdogan's "Vision 2023" goal for his country to have a GDP of \$2 trillion and exports of \$500 billion by that target date. The question is whether Great Britain will remain in the EU.

Let's cut to the chase. TURKEY wants to build a domestic economic base strong enough to sustain the financial market with Turhan notes. It's time to wake up to the fact that TURKEY is the sixth-largest agricultural economy country between CHINA and ITALY and it is positioning itself as having the largest industrial production capacity to be a global financial center by 2023.

Furthermore, Zafer Caglayan, Minister of Economy, asserts that TURKEY's GDP economy this year was \$800 billion, with an earmarked \$250 billion worth of projects in the country's portfolio for the next ten years, to build new airports, highways, railroads, and seaports to develop infrastructure.

Nearly 100,000 cargo ships burn the most awful of all fuels. Ocean cargo ships account for 90% of all global trade. About 75 percent of the world's fuel travels by sea. The biggest emitters of carbon dioxide are AMERICA, CHINA, INDIA, JAPAN, RUSSIA, and SHIPPING. On the AEGEAN COAST north of Izmir, a 1.2 billion investment opened the Candarli Seaport, as one of Europe's biggest harbors, enabling TURKEY as a hub port for container cargo shipping lines passing through the MEDITERRANEAN. Candarli, TURKEY is an alternative to the Port of Piraeus, GREECE.

TURKEY's high-speed railway infrastructure will connect 15 major cities with one another, especially linking Ankara with Istanbul. The \$800 million Kars-Tbilisi-Baku rail project is reviving the "silk trade" route between the three countries of AZERBAIJAN, GEORGIA, and TURKEY. For transcontinental Beijing to London transportation, the Marmaray rail crossing links ASIA and EUROPE, in TURKEY.

In a region known for earthquakes, the Avrasya EURASIA tunnel, costing \$1.4 billion, is scheduled for completion in 2017. It is called the "Project of the Century" for good reason. Yapi Merkezi and SK E&C are using boring machines to overcome immense water pressure and difficult geological conditions at 110 and 120 meters below sea level. The tunnel below the seabed will host two levels of highways, with a separate level of travel for each highway direction, and each level has two traffic lanes.

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A \$28 billion new airport for *Istanbul* will become the world's largest airport, with a 150 million passenger capacity. TURKEY is just a three-hour flight from most countries between CHINA and ITALY. More than 100 metropolitan areas can be reached from *Istanbul* in a three-hour flight radius. The new *Istanbul Airport* will boast six runways, taxiways, aprons, terminals, and an airport city with hotels and shopping malls. *Istanbul's* new airport will be home for *Turkish Airlines* to link EUROPE with AFRICA, ASIA, and THE MIDDLE EAST.

TURKEY claims its energy demands are second only to CHINA and that \$100 billion should be invested in nuclear, renewable energy sources, and exploitation of domestic lignite and hydropower. The gas pipeline between GREECE and TURKEY has completed. The *Trans-Anatolian Pipeline Project* (TANAP) under construction will transfer *Azerbaijani* gas into EUROPE, through TURKEY.

Due to TURKEY's geopolitical position, multinationals such as *Coco-Cola* and *Microsoft* have already made TURKEY their regional home from which they can access 1.5 billion customers in EUROPE, EURASIA, the MIDDLE EAST, and NORTH AFRICA. TURKEY wants free trade agreements with the AFRICAN UNION, AMERICA, THE ARAB LEAGUE, THE ASIA PACIFIC, CHINA, the EU, LATIN AMERICA, RUSSIA, and THE SHANGHAI COOPERATION ORGANIZATION. TURKEY exports to *all* nations in the world, except for MICRONESIA and NAURU where TURKEY is not yet trading. TURKEY speedily opens new embassies with foreign trade representations.

(Sources: 2013 FOREIGN AFFAIRS, "Turkey: A Landmark Decade VISION 2023", [www.foreignaffairs.com/Turkey2013](http://www.foreignaffairs.com/Turkey2013); [www.worldprofilegroup.com](http://www.worldprofilegroup.com); [www.avrasyatuneli.com](http://www.avrasyatuneli.com); [www.slk.com](http://www.slk.com); [www.ohl.es](http://www.ohl.es); [www.teias.gov.tr](http://www.teias.gov.tr); [www.euas.gov.tr](http://www.euas.gov.tr); [www.halkbank.com.tr](http://www.halkbank.com.tr); and April 2013, MOTHER JONES, "Full Green Ahead" by Julia Whitty)

#### Pop Quiz

Can you trace the water you drink from rainfall to your tap?

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